The New-York Times.

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LATEST BY TELEGRAPH.

FROM WASHINGTON.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Wednesday, May 5.

Mr. CLINGMAN, of North Carolina, from the Committee on Foreign Affairs, reported a bill for the satisfaction of the French spoliations, being a copy of the one vetoed by President PIERCE. He said he had been instructed to ask the postponement of the subject until the 10th of May.

On motion of Mr. SHORTER, of Alabama, the consideration of the subject was postponed till the first Monday in January next, by 96 against 60.

Mr. CLINGMAN addressed the House on the subject of the report which he made yesterday concerning the capture of General WALKER, maintaining that the arrest was without authority of law, as we cannot introduce troops into a foreign jurisdiction. The act of Commodore PAULDING, in its effects, was calculated to aid British and not American interests. He held that we ought to exercise our influence on Nicaragua to secure the right of way, and trusted that the treaty-making power of the United States will not allow any regulation to be made by which our interests will be damaged. It is stated, he said, that a Steamship Company in New York has the sole right to carry passengers, and YRISARRI has issued a proclamation that persons shall travel in or to no other line. Could any such restriction be placed on American citizens, and were they to submit to an enormous monopoly granted by the government of a country containing not more than half a million of people, and they mostly negroes and Indians? After speaking of the non-fulfillment of the Clayton-Bulwer Treaty, he said the best mode of getting rid of all attendant difficulties was to abrogate it. We have been engaged for eight years in negotiating with Great Britain, and have obtained nothing from her. As to who shall control Central America, Great Britain or the United States, he argued that we have the best claim. He condemned the trade of Great Britain in Asiatics, and of France in Africans, as of enormous cruelty. We have now on the coast of Africa, a squadron in connection with Great Britain, for the suppression of the slave-trade, and yet Great Britain is transporting other races to her islands under the pretence of laborers. Was not this mockery? We might, at least, protest against this system, if we are not prepared to stop the traffic. He was mortified at the fact that American citizens at San Domingo are actually protected by the British Consul. Was it difficult for the Secretary of the Navy to get a ship to send thither? It was bad enough to submit to the insults of white people, and worse to those of free negroes. He hoped that the example set at Greytown would be followed in this case, and that there would be a reform generally in these respects. The Administration has not yet had an opportunity to show its hand on foreign policy, but from the antecedents of the President and the Secretary of State we have a right to expect better things. He quoted and approved the sentiments uttered by Mr. BUCHANAN in the Ostend manifesto.

Mr. GREGORY inquired whether he understood Mr. CLINGMAN to advocate the annexation of Cuba?

Mr. CLINGMAN replied that he would be very glad to see Cuba annexed to this country on any fair terms. Four years ago we had and ought to have taken it, after the *Black Warrior* affair. Its annexation would put an end to the Coolie and African trade.

Mr. DAVIS, of Maryland, inquired whether the resolution reported from the Committee on Foreign Affairs proposed the abrogation of the Clayton-Bulwer treaty by proclamation or through negotiation.

Mr. CLINGMAN.—The President says it ought long ago to have been abrogated. He (CLINGMAN) believed the present British Cabinet was tired of the complication, having its hands full of other important matters. He knew very well there was a disposition on its part to have the treaty abrogated on fair and honorable terms, and he believed the Executive could have it done at this time.

The House then resumed the consideration of the Senate bill, providing for the admission of Minnesota into the Union.

Messrs. DAVIS, of Maryland, and ATCHISON, of Missouri, opposed the bill on the ground of its permitting alien suffrage.

Mr. REAGAN, of Texas, maintained that there was no power in Congress to say who shall be the electors in a State.

The consideration of the bill was postponed till to-morrow, and the House went into Committee on the Legislative, Judicial and Executive Appropriation bill.

The proceedings were dull, and at their conclusion the Committee rose, and the bill was reported to the House. Adjourned.

Reports upon the Pacific Railroad—The Yrisarri Treaty—Arizona—Necessity for more Troops—The Steamship Contracts.

Correspondence of the New York Times.

WASHINGTON, Tuesday, May 4, 1858.

The Special Committee of the House on the Pacific Railroad will meet to-morrow, in the hope of agreeing to a report comprising a bill for the commencement of the work. But the diversity of opinion is so great that there is no reasonable expectation of combining a majority of the Committee in favor of any one project. The Chairman, Mr. PHELPS, of Missouri, is an able advocate of the Central route plan. Mr. WASHBURN, of Maine, and Mr. [illegible], of Michigan, prefer the Northern route, but will present a bill authorizing the construction of three roads by the Central, Northern and Southern routes. Mr. MCKIBBEN, of California, will submit the bill drawn up by Dr. GWIN, which was postponed by the Senate until next December. He interpolates provisions, however, designed to correct some of the imperfections of that bill. Several members of the Committee are absent, and in view of the certainty that nothing effective can be done on the subject at this session, it is not improbable that the Committee may decide to defer its report.

The Cabinet had a long and inconclusive meeting yesterday relative to the Cass and Yrisarri treaty, and, what is very strange, could not agree to submit it to the Senate. Their hesitation is very remarkable, because the treaty was formed here last Fall with the full concurrence of the Cabinet, and by a unanimous vote approving it in principle and detail. It is not known that anything has since occurred but what greatly strengthens the reasons then existing in behalf of the arrangement. The President distinctly informed all his colleagues in the Administration that a leading motive with him in negotiating the treaty was the suppression of fillibusterism. This produced an opposition in the Cabinet which was not without difficulty overcome, but unanimity was so important that every member of the Council, at length, gave in his adhesion.

There is nothing new to any member of the Government in the White and Stebbins contract with Nicaragua. The perfect right of that Government to control the Transit route, was admitted by the Pierce Administration, and as the reopening of the lake and river route was of paramount importance, it became necessary to secure it, even in the face of the intended monopoly.

The difficulty which has occurred in the Executive Council will be removed, and the treaty will be submitted, but its confirmation by the Senate is not certain. It will be violently opposed, on the ground of confirming a private speculation, and as pledging this Government to obligations it may not be convenient to perform. The shortness of the session will not prevent speedy action on this important subject, for it is contemplated to hold an Executive Session after the 7th of June, should that be necessary for the dispatch of business.

The April mail has arrived from Arizona. Letters from Tucson, Tubac, and other points in the Western parts of the Territory, report a miserable condition of things in the valley of the Santa Cruz. The Apaches continue to sweep over the country, without molestation or hindrance. These savages had made a recent foray upon the American and Mexican mining settlements near Fort Buchanan, and were on their retreat, pursued by a company of dragoons from the Fort, and seventy or eighty Pimos Indians. The troops proceeded in the style laid down in the books, and the Apaches escaped, favored by the beacon of danger furnished by the camp-fires of the soldiers. The Pimos were immensely disgusted with the scientific warriors. About fifty families were preparing to leave the Valley for California, from fear of the Indians. They had been harried by the savages, and neglected by the Government so long, as to have lost the resolution, as well as the material resources, necessary to their own defence. The settlers want three or four companies of volunteers for their protection.

An unnecessary contest has arisen here, between claimants to the right of representing the people of Arizona during the pendency of their application for a Territorial organization. If there was a well-founded doubt of the right of Lieut. MOWRY, it would be quite superfluous to urge it at this time, when all the energies of all the friends of Arizona are required to secure for it that local self-government which its situation demands. Lieut. MOWRY was chosen the agent of the settlers to represent their interest before Congress, by more than six hundred votes, and has served them with a fidelity and efficiency which are gratefully appreciated by them. Whatever favor the project of bestowing upon Arizona a separate organization has received here, is owing to the persevering and well-directed exertions of Lieut. MOWRY, who has given to the enterprise eighteen months of time, and a measure of abilities which few men possess.

[illegible] are correct, and Congress ought not to hesitate one moment. A mounted ranger force should be organized for service on the Mexican frontier, between Rio Grande and the Colorado. A regiment of mounted dragoons has just been authorized for the special defence of Texas, where already 4,000 men of the regular army are permanently stationed. Three thousand troops would not be an unreasonable quota for the long line of wilderness and border country, comprised within the limits of Arizona.

The decision of Congress upon the steamship contracts is anxiously expected. The Navy Department has come to no positive determination in respect to the Collins line, but will not probably encourage the resumption of service under that contract. It will expire in two years from June next. The contract for the line from Panama to San Francisco will expire on the 1st of October next. The Post-Office Department believes that it has the right, in the absence of declaratory legislation, to extend the contract for one year. This was done a year ago in reference to the service between New-York and Havre and Bremen. While the whole ocean mail service is thus falling into ruins, and becoming a pillar of scorn to other nations, Congress looks on with stolid contempt, as indifferent to the reputation as to the interests of the country.

The Post-Office Department appears to be of opinion that the service could be well managed by simply applying the $858,000 appropriated for the Collins line, and the $350,000 for the Havre and Bremen line, to the object of procuring the conveyance of a weekly mail between the United States and Europe, upon such terms as should be approved by the Postmaster-General. The gross sum would allow a compensation of $14,000 for each voyage out and back. The pay of the Collins line is $19,000 for each "round trip." The Collins vessels seem to be of a too expensive class for this service. They pine upon our allowance, nearly one-fifth greater than that upon which the Cunarders thrive. The *Arago* and the *Fulton* appear to be well adapted to the route on which they are running, since a less rate of speed is essential in connections with the continent than with Liverpool. While our own lines, which in former years were such gratifying triumphs for the country, are languishing for the want of adequate support, the English Government not only maintains its own in apparent prosperity, but is urging upon the United States the expediency of a considerable reduction of ocean postage. A.

FURTHER FOREIGN NEWS BY THE EUROPA.

Important from China.

HALIFAX, Wednesday, May 5.

The following was accidentally omitted in the transcribing for the Press of the foreign news by the Europa last night:

The Madras import market was pretty active, but there was rather less demand for money. Exchanges for documents 4s. 1¼d.

Hong Kong dates are to the 15th of March. Canton continued tranquil. An Imperial edict was received on the 6th of March. YEH's conduct is condemned, and he is degraded, and a successor appointed. The latter is to settle the disputes with the barbarians, who, excited to wrath by YEH, had entered the city.

Lord ELGIN and his colleagues had left for the North.

At Hong Kong business in imports was inactive. Exchange, 4s. 6¼d.@4s. 9d.

SHANGHAE, Tuesday, March 9.

Sheetings are in active demand. RAW SILK dull. EXCHANGE, 4s. 11⅝d.@5s. for credits. TEA, prices continue well supported, with heavy stocks.

Impeachment of Judge Russell.

Special Dispatch to the New-York Times.

ALBANY, Wednesday, May 5—10 P. M.

To the Editor of the New-York Times:

I have learned this moment that documents have arrived here for the Governor impeaching Judge RUSSELL, City Judge of your City. The special ground of impeachment, so far as I can learn, is the action of Judge RUSSELL in the late difficulty at the Academy of Music, when Mr. WILKES and his critic, of the sporting paper published in your City, were arrested by order of the City Judge. The papers contain, also, a series of allegations against the Judge bearing a prior date, which the parties interested deem (in connection with the Wilkes affair) sufficient to render his removal necessary. L. P.

Result of the Philadelphia Municipal Election.

PHILADELPHIA, Wednesday, May 5.

The entire People's ticket is elected. Mr. HENRY is elected Mayor by a majority of 4,300. The other candidates are elected by majorities ranging from 2,800 to 3,000. The Democrats have one majority in the Select Council. The Opposition have a majority of two-thirds in the Common Council.

Political Disturbances in Philadelphia.

PHILADELPHIA, Wednesday, May 5.

There were several disturbances in the city today. During the morning a party of rowdies assaulted a number of persons in the Peoples' head-quarters, in Seventh above Chesnut-street; and in a row down-town, in the afternoon, BILL MCMULLIN, who was elected Alderman of the Fourth Ward yesterday, was shot in the arm. There were also many other disturbances between politicians.

Arrival of the Europa at Boston.

BOSTON, Wednesday, May 5.

The Royal Mail steamship *Europa* arrived here from Halifax, at 8 o'clock this evening. The papers at hand convey nothing of marked interest additional to that already transmitted over the wires. The *Europa's* mail will be forwarded over the New-Haven road by the train which leaves here at an early hour to-morrow morning, and which is due in New-York at about 5 o'clock the same afternoon.

United States Supreme Court.

WASHINGTON, Wednesday, May 5.

No. 97. James Carton *vs.* Robert Forsyth.—Argument concluded for plaintiff.

No. 104. Eneas C. Paul *vs.* Jas. C. Ramsay.—Argument commenced for plaintiff, and continued for defendant.

The Welland Canal.

OSWEGO, Wednesday, May 5.

The lock in the Welland Canal is being repaired, and vessels will be able to pass through to-night.

Destruction of a Paper Mill by Fire.

STEUBENVILLE, Ohio, Wednesday, May 5.

Messrs. HANNA & SONS' Paper Mill, in this place, was burned last night. The books and papers of the establishment were all that was saved. The loss is estimated at $50,000, and the insurance is only $9,000.

Indianapolis Municipal Election.

INDIANAPOLIS, Wednesday, May 5.

The municipal election here yesterday resulted in the choice of the entire Republican ticket by 200 to 300 majority. Five of the seven Councilmen chosen are Republicans.

The Montgomery at Savannah.

SAVANNAH, Wednesday, May 5.

The screw-steamship *Montgomery*, of Cromwell's Line, arrived here on her first trip from New-York, at 12 o'clock on the 4th.

Sailing of the Canada.

BOSTON, Wednesday, May 5.

The Royal Mail steamship *Canada* sailed for Liverpool *via* Halifax, to-day at noon, with 141 passengers for Liverpool, and 12 for Halifax. The *Canada* takes out no specie.

LATER FROM HAVANA.

Arrival of the Cahawba—The New British Minister to Mexico—Santa Anna at St. Thomas.

The United States steamship *Cahawba*, J. D. BULLOCK, Commander, from New-Orleans *via* Havana, arrived at this port yesterday, having left the latter place on the 30th ult.

From Havana very little of importance presents itself.

The English Mail steamer *Dee*, from St. Thomas, arrived on the 27th ult., having on board Lord ORWAY, the new British Minister to Mexico, who proceeded on to Vera Cruz, after receiving much attention from the Captain-General, and the other dignitaries of the city.

By the *Dee* we also learn that SANTA ANNA was at St. Thomas, closely housed, waiting intelligence from his partisans in Mexico.

Business is not at all brisk. Stock of Sugars on hand 200,000 boxes: at Matanzas, 60,000 boxes. Holders are firm in their demands.

Freights along shore have slightly improved; for Europe and the United States no better for large carriers.

Exchange on London 11 to 11¼ premium; on New-York, par: other Northern cities, ¼ premium to par.

On the 5th April, in lat. 37° 20', long. 37° 42', the Cahawba passed ship *Pigeonet*, steering north.

Arrived at Matanzas on the 30th, barks John Bowne, *Aristide* and *Zaphel*, and several other vessels names unknown.

THE SCIENTIFIC ASSOCIATION.

MONDAY'S PROCEEDINGS.

AN EXPEDITION TO THE NORTH POLE ORGANIZING—DR. HAYES ON ITS PLAN, ROUTE AND OBJECTS—WHAT IT WILL COST.

The Chairman, at 1½ P. M., introduced to the Assembly Dr. HAYES, of the Kane Arctic Expedition. The Doctor—who is a man of prepossessing personal appearance, not large, though considerably larger than Dr. KANE—was received with repeated rounds of applause. He stated that his purpose in appearing before the Association was to direct attention to a profitable field of scientific inquiry. He announced his firm belief that there was an open Polar Sea beyond the ice-belt that this far had prevented actual access to the Pole, which was indicated by many discoveries of the Russians above Siberia, of the English above Spitsbergen, and by the Americans through Smith's Strait. The effort to reach the Pole across the ice-belt had been four times seriously essayed: By the Russians in 1810 from the Kolyma, and again in 1822 from the Lena, each time in sledges drawn by dogs; by the English under PARRY in 1827, from Spitsbergen, in boat sledges drawn by men; and by the Americans under Dr. KANE in 1853, in sledges drawn by dogs. The last had been so far successful as to discover an open sea in a latitude north of any point where water had before been seen, and above the belt of ice.

With regard to this open water, Dr. HAYES stated that by late advices from Europe he had learned that Dr. RINK, of Copenhagen, had appeared before the Royal Geographical Society of London and questioned the discovery. Dr. HAYES had not learned the data upon which Dr. RINK founded his objections, and he would leave all inquiries which might arise upon this point to be assumed by the facts which he would present in the course of his remarks—facts which he believed to be indisputable.

Besides this actual discovery there were many facts which are utterly incapable of exposition except by the confession of such a sea.

1. The bird life of the high Arctic regions. Men saw the cliffs of the open sea swarming with water fowl. The speaker had often observed birds flying to the northward over the ice-belt in the Spring, evidently to produce their young in some warmer region, and their instinct would not have drawn them thither unless in that direction open water would be found.

2. That a milder climate prevailed above 78° of latitude was suggested by the Isothermal curves. Of course no one dreamed of finding a torrid climate at the Pole. The speaker conjectured that at the Pole the climate would be found not far unlike that which is experienced on the parallel of 68°.

3. The plants that were gathered by Dr. KANE above 81° indicated a warmer climate than that of several degrees lower. But the climate could only be warmer there owing to the presence of open water at least during a greater annual period than further to the south. The point of extreme cold, he thought to be about 78°.

4. The Esquimaux traditions all point to the North as the place of their origin. It is generally admitted that races deteriorate physically as they stray from the parallel of their nativity. And it is admitted by Arctic travellers that the Esquimaux deteriorate as they go South. The Southern Greenlanders are a diminutive race. Their average height is not more than 5 feet 4 inches. But the average height of the Esquimaux of the North is 5 feet 7 inches. In a single instance, the Doctor had a specimen of them 5 feet 8½ inches high.

5. Numerous observations show that the great body of polar water is permanently above the freezing point. The deep water in Baffin's Bay flows towards the Pole as the northward drift of the deep icebergs shows.

But was it practicable to attempt the exploration of this open sea? Failures had always occurred when the attempts were made by the East of Greenland routes. KANE's route alone, he thought was practicable, and by it he believed there was no insurmountable obstacle to complete success. PARRY's attempt failed because he found that the ice over which he was hurrying, was drifting to the southward so fast as to leave him no headway—an argument in itself to show that beyond it, northward, was some open body of water forcing it down.

Dr. HAYES detailed the course to be pursued to achieve this climax of discovery—to complete the efforts to explore the Polar Sea. The expedition would require two years for its operations, and in view of the rich and valuable experience of the last, he could not but deem it probable that the next attempt would prove successful. There was needed for the expedition one vessel of 100 tons, equipped for two and a half years, and twelve men. It would greatly add to the convenience of the party to be provided with a small steam-tender of 30 tons with a shifting screw; except for the necessity of conveying provisions, even so large a vessel as one of 100 tons would not be necessary. The party should leave the States early in April, giving time to lay in additional fresh provisions on the Greenland coast, and so materially to reduce the cost of outfit. Before the last of August it should push up Smith's Sound to the ice-belt, with the intention of Wintering as high as the 80th parallel if possible. Smith's Sound, fortunately for this route, runs diagonally to the course of the general current—thus operating to keep Grinnell's Land free of floating ice. Under this western shore it might be possible to work the steam-tender through the leads left by the southward drifting ice, even into the heart of the Polar Sea. But this was a doubtful reliance on which they would not too much depend. It would be necessary by three or four journeys with the dog-sledges to make depôts of provision as high in Grinnell's Land as on the 82d parallel. This was perfectly feasible; each dog could be depended on to carry 70 pounds weight, 33 miles a day, on a ration of thirteen ounces of pemmican. In April, the party should leave the vessel, the men conveying the boats upon sledges until (and the inference was that it would be by the middle of May) the ice-belt had been crossed and the open sea reached. Dogs could not drag the boats—they were not competent to the conveyance of any such dead weight. But experience had shown that over the smooth ice, as this was likely to be, men could easily walk 16 miles a day dragging on sledges a weight of 110 pounds for each. To avoid the incumbrance of so much canvas, they would take no tents, but rely for shelter upon the snow-house which could be constructed in an hour, and which was better than the tent for protection. Furs and carbonaceous food must be their reliance for warmth. While traveling the pemmican (dried meat and tallow, of which 4 pounds is equal to 14 pounds of green meat) must be the sole reliance as food. The Doctor believed that the climate was eminently a wholesome one. The danger from cold and scurvy had been greatly lessened by the experience of the last few years. Dr. KANE called too early to avail himself of the wonderful advantages now furnished in the concentrated fresh meats and vegetables, for protecting from and curing scurvy. Dr. HAYES asked for such an expedition as he had sketched, and to which he was desirous of devoting himself, the counsel and sympathy of the American Scientific Association. Should it succeed the immense advantages to science were obvious.

He hoped to winter far to the northward of his vessel in a snow-house, and with the aidof a team of dogs, to determine something with reference to the mid-winter condition of the Circumpolar Sea. Dr. RAE had spent two Winters in the snow-house without any fire for purposes of warmth. Dr. HAYES himself had passed the months of October, November and December in a snow-house, using no fire whatever for purposes of warmth.

The gains to the Flora of the North might be surmised if gentlemen should see Dr. KANE's account of the collection of plants that they were compelled to leave in the *Advance*. To natural history, in other departments, naturalists would perceive the wonderful results that are probable. The bones of the musk-ox, that had been found, gave indications that this animal—extinct in the lower latitudes—still abounds in the higher and unexplored Northern regions. Whale, which have lately been fast disappearing from about Baffin's Bay and Spitsbergen, he conjectured had been driven through the loose ice of the belt into their ice-locked circumpolar fortress. KANE saw white whale passing from the South northward through Wellington Channel in October. Mercer saw seal disporting in the open sea at a time of year so early that they could not have forced their way through the ice, and, of course, they could not have gone under it; here, probably, was the central home of the seal, white and right whale, the walrus, &c. Nor was there less prospect of abundant discoveries as to the lower orders of marine life.

The study it would afford of the great Glacial System in Greenland, that birthplace and cradle of millions of tons of berg discharge that annually is pressed southward into the sea, geologists would appreciate. It was an opportunity to study the phenomena of drift, as it now goes on, under the very circumstances that it was going on under in our own Northern States ages ago. The Speaker pronounced a fine eulogy on Dr. KANE, and made a graceful acknowledgment of the labors of the Coast Survey, under Superintendent BACHE. He concluded with the remark that the line of approach to the North Pole which he had indicated was *ours* by right of discovery. While, said he, our flag is being conveyed to the unknown wilds of the Rocky Mountains, the Cordilleras and the Andes, under the shades of the palms and magnolias of the broad Amazon, over the pampas of the Parana and La Plata, while it bears to every quarter of the world the olive-branch of peaceful enterprise and scientific research, we should not be unmindful that it now floats over the black and rocky heights of the most northern of our own planet, inviting effort.

Dr. HAYES sat down amidst long-continued applause. The hall was crowded when he began, and none left till he closed, though he was speaking more than an hour. No applause had interrupted the course of his remarks, but there was a silence that strangely compared with the noise, the echoes and reverberating tread of feet in and out that at almost every preceding session was so annoying. When he ceased Professor HENDERSON rose and offered a resolution referring the paper to a Select Committee of seven to report upon the expediency of uniting with Dr. HAYES in his efforts to fit out an Arctic expedition, which premised no return to science and the world. The resolution passed it with some remarks upon the value of the geological discoveries of the expedition. The [illegible] of Dr. HAYES in connection with the

glacier system, and Hemmeway in producing the marvelous sketches of drift—which Dana left its marks upon every mountain ledge of Canada and New-England—had evidently warmed his enthusiasm, and assured him of an extraordinary success. The resolution was further urged, and unanimously passed. The Association seemed quite willing to commit itself to the project of Dr. HAYES. It is understood that he hopes to organize his expedition by the Spring of 1860, and does not anticipate that it will cost, in money, over $20,000.

The Association then adjourned. F. T.

Amusements.

The theatrical season is drawing rapidly to a close, and artists of all denominations are preparing for a migratory flight to other shores. Mr. BURTON announces that the present campaign will terminate on Saturday—a hard-fought one, and not more than Orimean in its results, we fear. The Broadway is already closed—when to reopen we know not. Mr. MARSHALL has not been prosperous in his operatic business, and a depleted exchequer may keep the doors of his theatre closed for an unnecessary length of time. Thus are we punished for the short comings of the right-angled city of brotherly love. Mr. NIBLO intends, we believe, to give a dramatic season during the Summer months, and will commence operations immediately after the HAYDENS have taken their final departure—Miss CUSHMAN being one of his "stars." We wish him a prosperous cruise. At WALLACK's they have several pieces in active preparation, and on the success of these the duration of the season will probably depend. The long-promised drama of "Brigham Young" is to be produced during the ensuing week. For sterile display it will be remarkable. Concerning the doings of the fair LAURA we hear nothing. It is to be hoped that she will keep open sufficiently long to reimburse herself the heavy losses sustained in the earlier and less prosperous portions of the season. But we may add, that if all the theatres were to do the same for a like reason, there would be but little repose for artists during the hot weather. It has been a question of simple endurance with the managers, and the only triumph that they can boast is the very legitimate one that, despite all disasters, they have kept open, and paid their employes—more or less. Mr. EARL, of the Bowery Theatre, has, we believe, prospered beyond this. He boasts, and with a proper pride, that he has not only kept the business of his theatre going, but that he has paid his artists in full. Energetic management, indefatigable industry, and a quick perception of what the public wanted, were the gallant accessories to this brilliant achievement.

Mr. DELMAN, like a careful ornithologist, is preparing his nets prior to a foray in European countries for the capture of singing birds. This looks like Opera next season, but may mean concert. Let us hope for the best, and take what we can get. We do not hear any more of Mr. FORREST'S departure. Apart from operatic considerations, there is so much in this country to interest the great bazoo, that we may be permitted to doubt if he will think of leaving it for some time to come. We hope that Mrs. HOEY, who sails for Europe in two or three weeks, will not be tempted by similar reasons to remain in England or France beyond the limits of a strictly sanitary vacation.

Opera being thrizzled out of Havana, and frozen out of Philadelphia, and frightened out of Mexico, that redoubtable *chef*, MAURICIUS MAESTRUS, finds himself *hors d'orchestre*. It is not, however, in the nature of the gentleman to be idle; and, when he is silent, we may safely conclude that, like Lord BURLEIGH, he is thinking prodigiously. It is said that Mr. MAESTRUS contemplates a short season, with a few of his principal artists, but we have heard nothing definite on the subject.

CHARITY CONCERT.—Mr. BAGIOLI'S pupils will give a charity concert this evening at Dodworth's Saloon. A very long and effective programme of Italian music will be interpreted by the classes, and the advanced pupils of this distinguished *maestro*.

Sea and Ship News.

The vessel reported in the foreign news by the *Europa* as fallen in with abandoned, and a mate and three men put on board by the *Louise* at Queenstown, is supposed to have been the ship *Harvest Queen*, from this port April 4 for Liverpool. She belongs to CHAS. H. MARSHALL'S line of Liverpool and New-York packets. There is but one ship *Forest Queen*, and she is an English vessel in the Australian trade, and known to be in the Indian Ocean. The ship *Forest Eagle*, of Rockland, Me., cleared at New-Orleans March 14 for Liverpool, and had not arrived at last accounts.

The steamship *Moses Taylor*, Capt. MCGOWAN, left yesterday for Aspinwall, at 2 o'clock, P. M., with the usual number of passengers, and the California mails. The *Star of the West* is not due until the 13th inst.

The British screw-steamer *New-York*, Captain MCMILLAN, left yesterday, for Glasgow, with 46 cabin passengers, and 119 in the steerage.

At the Navy Yard.

The whole number of men now on the rolls at the Navy Yard is 14,401 in all departments. There are on board the *North Carolina* 800 all told. One half of this number will be taken by the *Wabash*, to sail shortly for the Mediterranean; her officers are to report on the 15th inst. The work upon the frigate *Savannah* is progressing, she is about ready to receive her lower masts and bowsprit. The mainmast, which was moved into position yesterday morning to be hoisted on board, required eight yokes of oxen to transport it suspended between a pair of immense wheels.

The work on the new ways is in a state of forwardness. The crew of the *Varina*, lately returned from the survey of the inter-oceanic canal route *via* the Atrato River, has been paid off.

The *Susquehanna*, at the lower anchorage, has had her lower yards and topmasts sent down, and everything made snug. Twenty-nine colored persons who were shipped on board of her at Jamaica, as firemen, coal-heavers, nurses, &c., were yesterday discharged from Quarantine; the commander agreed to provide for their passage back to Jamaica, paying them wages until they reached home. An effort was made to send them home by the *Moses Taylor*, but as that steamer does not now call at Jamaica, they are to be sent by the next sail vessel. None of these colored persons have been sick, notwithstanding they were exposed to disease by taking care of the sick, and were always kept hard at work in the lower parts of the ship.

City Items.

The Harlem Steam Navigation Company, which placed a little passenger boat called the *Sylvan Stream* on the route from this City to Harlem, a year ago, in opposition to the Railroad, have found the experiment so satisfactory that they had another built—almost a copy of the first—to run in conjunction with her. She is called the *Sylvan Grove*, and was built by THOMAS COLYER. The two will perform hourly trips, commencing on the 17th inst., beginning at 6 o'clock A. M., and ending at 7 o'clock P. M.

SURROGATE'S COURT.—The will of Mrs. ELIZA MOORE, deceased, was yesterday admitted to probate. It was not contested.

The Transatlantic Telegraph Cable.

Correspondence of the Philadelphia Pennsylvanian.

U. S. S. FRIGATE NIAGARA, PLYMOUTH, Eng., April 15, 1858.

We are progressing slowly with the cable. Stoppages are frequent, and in answer to our inquiries we are told that it is caused by experiments; but the real cause is, we coil much faster on board our vessel than they do on board the *Agamemnon*, and to prevent our getting ahead of them, they cause a delay.

We have now on board over five hundred (500) miles; on board the *Agamemnon* they have between six (600) and seven (700) hundred miles, but it is not coiled as well as the cable on board this vessel.

The machinery for paying out the cable will be completed in a few days, when it is the intention of the Directors to invite Engineers of known ability to inspect it while in operation. This is, in my opinion, all very well as far as it goes; but no Engineer in England or America can give an unbiased opinion unless he sees it in operation at sea.

Orders were received by Captain Hudson to examine every foot of the wire as it came on board; but as this would prevent the expedition sailing this season, it was discontinued. Orders have been received from the Admiralty, to have placed on board all cones, circles, &c., &c., that may be required for the stowing of the cable.

The guard on the stern, to prevent the cable coming in contact with the propeller, will be so arranged as to lift when the ship is going ahead and lowered when going astern; the one at present attached to the *Agamemnon* will be removed, and one similar to the *Niagara's* substituted. The machinery for paying out the cable is now being placed on board.

At an adjourned meeting of the Montreal Board of Trade, held on Wednesday last, the subject of Harbor Improvements came up for discussion. The Commissioners had made a survey of the Montreal harbor, localities, with the view of providing increased accommodation, and suggested certain improvements.

COMMERCIAL AFFAIRS.

For Monday and Tuesday Papers.

Sales at the Stock Exchange, May 4.

$2,000 Ohio State 6s	90½	50 Reading R.	69
4,000 Penn. 5s	90	50 do.	69
5,000 Virginia 6s	90	100 do.	69
1,000 N. C. State 6s	90	100 do.	69
1,000 do.	90	100 do.	69
37,000 Missouri 6s	85½	100 do.	69
1,000 do.	85½	100 do.	69
4,000 Cal. 7s, U. S.	92	100 do.	69
2,000 do.	92	100 do.	69
3,000 Iowa R. R. 8s	90	100 do.	69
11,000 Erie R. R. 6s	90	100 do.	69
2,000 do.	90	100 do.	69
2,000 do.	90	100 do.	69
2,000 Mar. & P. R. 7s	77½	100 do.	69
4,000 do.	77½	100 do.	69
1,000 Ill. Cen. R. 8s	90	100 do.	69
10,000 do.	90	100 do.	69
1,000 T. H. & A. 1st M.	90	100 do.	69
8,000 Land & M. L. 6s	90	100 do.	69
2,000 do.	90	100 do.	69
2,000 Cal. Bds. 1857	91½	100 do.	69
1,000 Cal. Bds. 1858	91	100 do.	69
1,000 R. & P. R. 1st M.	91	100 do.	69
2,000 Mil. & M. 2d M.	75	100 do.	69
2,000 Del. & H. C. 7s	90	100 do.	69
10 Ocean Bank	90	100 do.	69
10 Bank of the Republic	113½	100 do.	69
10 Continental Bank	90	100 do.	69
20 do.	90	100 do.	69
1,000 Erie Bds. 6s	90	100 do.	69
100 N. Y. Cen. R. R.	90	100 do.	69
50 do.	90	100 do.	69
100 Erie Railroad	90	100 do.	69
200 do.	90	100 do.	69
100 do.	90	100 do.	69
50 do.	90	100 do.	69
100 do.	90	100 do.	69
400 Hudson River R. R.	90	100 do.	69
50 do.	90	100 do.	69
100 do.	90	100 do.	69
50 do.	90	100 do.	69
100 do.	90	100 do.	69
100 do.	90	100 do.	69
200 do.	90	100 do.	69
100 Cumberland Coal Co.	11½	100 do.	69
100 Erie Railroad	90	100 do.	69
50 do.	90	100 do.	69
100 do.	90	100 do.	69
5 Del. & Hud. Can. Co.	90	100 do.	69
100 N. Y. Central R. R.	90	100 do.	69
200 do.	90	100 do.	69
100 do.	90	100 do.	69
200 do.	90	100 do.	69
200 Reading Railroad	69	100 do.	69
200 do.	69	100 do.	69

SECOND BOARD.

$1,000 N. Y. & N. H. 6s	90	50 Phenix Bank	90
2,000 Missouri 6s	85½	10 Ocean Bank	90
5,000 Ohio 6s	90	10 Commerce Bank	90
2,000 La. & M. R. R. 7s	91	10 Bank of the Republic	90
1,000 Ohio 6s, P. L.	90	10 Continental Bank	90
500 do.	90	10 Bank of New-York	90
1,000 N. Y. Cen. R. 6s	90	10 Ocean Bank	90
3,000 City of Quincy 6s	90	10 Bank of the Republic	90
2,000 Water's City 6s	90	5 Indiana Fire In. Co.	90
20 N. Y. F. & M. Ins. Co.	102½	10 Phenix Fire In. Co.	90
10 Am. Ex. Bank	104½	5 Firemen's Ins. Co.	90
30 National Bank	90	50 Farmers' B.	90
15 Continental Bank	90		

WEDNESDAY, May 5—P. M.

We are favored this afternoon with the Custom-House returns of the Foreign Trade at this port for the month of April. The Import entries fall off *one-half* as compared with April last season, and for the ten months of the Treasury Year, the decrease reaches *forty-six millions of dollars*; nearly the whole of which has occurred since 1st January. At this time last year a large proportion of the entries went into Bonded Warehouse to await the operation of the New Tariff on the 1st July. This season the withdrawals from Bond are larger than the entries hereof. And this has been the case for several months past. Turning to the Export list for April, it will be seen that the clearances of Domestic Produce are slightly in excess of last season, while the shipments of Specie have fallen to [illegible] per month, as against $3,304,805 in April last year. On the ten months of the Treasury Year, our Domestic Exports, as compared with 1857, show about nineteen millions, while, including Specie and the reexportation of Foreign Merchandise, the general list is only $13,145,000 short of 1857. Our Gold tables for the ten months show that there has been received at New-York in Bullion:

From California	[illegible]
Europe, Mexico, &c	[illegible]
Together	[illegible]
And that the Export is	[illegible]
Gain to Banks from abroad	[illegible]
Gain from Sub-Treasury	[illegible]
Gain from the Interior	[illegible]
Total increase in Bank	[illegible]
Present Bank reserve,	$26,964,914

The entries of Foreign Goods at the port of New-York, for the month of April, were:

In Dutiable Goods, consumption depot	$2,227,000
Dutiable Goods, Warehoused	2,346,000
Free Goods	2,000,000
Total entries	$6,573,000
Against April, 1857	$9,370,000
Decrease April, 1858	$2,797,000

The amount of Goods withdrawn from Bond during the month was $3,200,539, as against $1,556,000 more than went into Warehouse; so that the amount of Goods actually marketed during the month is made $11,690,468, as against $16,200,979 actually marketed in April, 1857. There was also entered in April, Foreign Bullion and Specie to the value of $324,857.

The Exports from the port of New-York, in the month of April, were:

In Domestic Produce		$4,618,187
Foreign re Exports		559,000
Specie		646,264
Total of all Exports		$5,743,451
Against April, 1857—		
In Produce	$

The Daily Times.

Wednesday Morning, December 31, 1856.

LAW INTELLIGENCE.

Alleged Attempt to Defraud the Post-Office Department.—Examination before Commissioner Betts.

THE case of WM. FULLER, charged with an attempt to perpetrate a forged draft upon the Post-Office department, was resumed yesterday before Commissioner Betts. The arrest was made a week ago. The draft was for $5,000, dated Nov. 1, 1856, and was presented on the 3d inst. at the Treasury, in favor of Fuller, who endorsed it. Payment was refused, and Fuller was arrested. It appears that the draft was drawn by the Postmaster-General in favor of Fuller, upon the certificate of the Auditor, that a balance of $5,000 was due him for services rendered in the Post-Office Department. The defendant, it is alleged, had no claim against the Department, and the draft was obtained by fraud and deception.

Mr. Brown has been dead four or five years; he was connected with the Post-Office Department for many years, and was perfectly well known to all the persons who were present. He held a confidential position in the Department, and was considered a very active, efficient clerk. He was not connected with the Treasury Department, and had no connection with the draft in question. Mr. Brown has been dead about two months. Mr. A. Bradley, his father-in-law, Mr. Bradley, and the defendant, were upon friendly terms. Mr. Bradley was in the habit of visiting the defendant's house frequently. Mr. Brown was in the habit of writing his name in full, and was perfectly familiar with the signature of Fuller. Fuller died on September, 1856; the character of his signature did not fluctuate until he became very sick. Mr. Bradley, the defendant, never upon persons in business, carrying mails for the Government; he was connected with the Treasury in mail contracts; he has been accepted by the late Treasurer of the Department, and successful transactions with agents depending to you how heartily I feel your kindness, and how gratefully I shall ever remember it. Is the last period of my ex-

Quite a number of other distinguished gentlemen were present and made speeches on the occasion. Senator Toucey spoke of the passage of the bill as a publication in which there has been no dissension by anywhere, in which there has been no connection by the North to the South or by the South to the North, but in a spirit of brotherhood and patriotism they have come together and settled their sectional differences upon a basis, and patriotism, and fundamental ground of public principle and public honor." He paused to examine the splendid Hall. Hastings was appointed Chief Marshal, and Colonel Cummings was Chief of Staff, and applied to be admitted to the Treasury, which was duly opened to the public.

THE REV. H. W. BEECHER ON THE REPUBLICAN PLATFORM.—During the recent revival, a gentleman engaged in mercantile business—a part of which was selling edged tools—called upon Mr. Beecher, and said that he could not conscientiously support the Republican ticket, because the platform declared that Slavery was a sin. Mr. Beecher replied, "Suppose you had a customer who wanted a razor, and applied to you for one, and the customer said that he was going to cut his throat with it, would you refuse to sell him the razor?" "Certainly not," was the reply. "Then," said Mr. Beecher, "you would not refuse to sell a man a razor because he intended to commit a sin with it."

The Seventh Ward Republican Association of Brooklyn, was organized on May 1, at which time a Constitution was adopted, and the following officers chosen:

President—SAMUEL B. CORLIS.
Vice-Presidents—JOHN R. PEARL.
Secretary and Treasurer—Dr. FRANK TUCKER.

The next meeting of the Association will be held on the evening of Wednesday, May 13, at the Academy in Atlantic-street.

LONG ISLAND.

Board of Education—The New Madison Avenue School.

A regular meeting of this Board was held last evening, President, [illegible] in the chair.

Several [illegible] members were present, and transacted the ordinary business.

The Janitor reported [illegible] in the [illegible] and [illegible] were ordered.

Mr. [illegible] reported that the new Madison Avenue School-house was completed, and ready for occupancy.

Mr. [illegible] moved that the Committee on Buildings be instructed to procure a suitable lot for the erection of a school-house in the Fifth Ward, and that the Committee on Buildings be instructed to procure plans and specifications for the same

NEW PUBLICATIONS.

IRON AND HARDWARE.

STATIONERY.

PUBLIC MEETINGS.

PUBLIC LECTURES.

LOST AND FOUND.

FURNITURE.

MUSICAL INSTRUMENTS.

MISCELLANEOUS.

HORSES AND CARRIAGES.

MILLINERY.

DRY GOODS.

The New-York Times, Thursday, May 2, 1878.

THE NEW-YORK LEDGER.

THE NEW-YORK LEDGER.

THE NEW-YORK LEDGER.

SITUATIONS WANTED.

FEMALES.

WANTED—A SITUATION AS SEAMSTRESS; can do plain sewing and fine mending; has no objection to do chamber work. Address M. A., box 1,010 Post-Office.

WANTED—A SITUATION AS COOK, BY A MIDDLE-aged woman; can wash and iron; has no objection to do chamber work. Inquire at No. 20 Bond-st., basement.

WANTED—A SITUATION AS COOK, BY A RESPECTABLE woman, who understands her business; can be seen for two days at No. 5 Union-place.

WANTED—A SITUATION AS SEAMSTRESS; understands all kinds of fine sewing, and dressmaking; can be seen at No. 5 Union-place.

WANTED—A SITUATION AS COOK, BY A RESPECTABLE woman, who understands her business well; can be seen for two days at No. 5 Union-place.

WANTED—BY A RESPECTABLE YOUNG WOMAN, a situation to do chamber work and sewing; can make herself generally useful; can be seen for two days at No. 5 Union-place.

WANTED—BY A RESPECTABLE YOUNG WOMAN, a situation to do chamber work and sewing; can make herself generally useful; can be seen for two days at No. 5 Union-place.

WANTED—A SITUATION AS COOK; NO OBJECTION to the country

PROPOSALS.

PROPOSALS.—SEALED OFFERS WILL BE received by the Board of Education of the City of New-York, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until Monday, May 15, at 3 o'clock p. m., for erecting and repairing Ward School No. 7, in the Twenty-second Ward, in accordance with plans and specifications on file at the office of the Superintendent of School Buildings, No. 64 Crosby-st. Proposals must state the quantities for which each bidder proposes to execute the work, and be accompanied by the required bond. The Board reserves the right to reject any or all of the proposals. A deposit of 5 per cent will be required of the successful bidder. By order of the Board of Education.

HENRY A. JAMES, Architect, No. 64 Crosby-st.

PROPOSALS.—SEALED PROPOSALS WILL be

MARINE INTELLIGENCE.

NEW-YORK.... WEDNESDAY, May 1

Arrived.

Ship Queen, Smith, Liverpool, April 13

Ship Oliver Cromwell, Delano, Havre, April 14

Ship Ocean Queen, Crowell, Havre, April 14

Ship Ocean Queen, Crowell, Havre, April 14

Ship Ocean Queen, Crowell